

REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR. 8 September 1955

SUBJECT Railroad Rolling Stock, Trackage,
and Personnel

NO. OF PAGES 4

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW) 25X1

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

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1. The following observations were made at RBD Halle between 20 and 28 June 1955:
 - a. Two tank shuttle trains each consisting of 15 RRY type flatcars were ready for immediate employment by the Soviets at Halle and Teutschenthal.¹
 - b. RBD Halle was ordered to dispatch 100 "Gr" cars to the Altenburg Railroad Car Factory, where they were to be converted into troop cars. By late June, 50 cars had been converted. It was noted that benches in the form of folding cots and blackout curtains were being installed in all cars. 2
 - c. For the handling of crude oil, [REDACTED] cars are dispatched empty to the [REDACTED] and returned loaded. This crude oil is directed to [REDACTED] and Boehlen. In late June, all the tank cars [REDACTED] so that additional crude oil [REDACTED] to Ruhland.³
 - d. A speed limit of 50 km is still in force for the second track of the Magdeburg-Halle railroad line because the required special track spikes could not be delivered.⁴
 - e. The overhead lines for the re-electrified Halle-Koethen railroad line have been mounted but they are not yet in operation. The first turbine at the Muldenstein power station was being subjected to test runs. The power station is to be in operation by October 1955. 5 and 7
2. On 30 June 1955, it was learned that there was no change in the parking stations for column locomotives kept by the individual RBDs. According to railroad order, column locomotives are henceforth not to be

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CLASSIFICATION

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they are again assigned to the pool of reserve locomotives. Since 30 June, RBD Berlin had parked only 25 type 52 column locomotives at Ruednitz. Two commissions have inspected parking facilities there. It is believed that up to 40 column locomotives may be parked at Ruednitz. 6

3. On 27 May, the first of a total of three turbines of the railroad power station at Muldenstein was put into operation. So far the turbine has worked without failure. 7

5,000
breach wedges were to be made at Cottbus by 1 July 1955. A total of 17 cubic meters of timber has been made available by the Ministry of Traffic for the manufacture of these wedges which will have to be sent to Finsterwalde (2,000 units), Luckau, Weisswasser, and Trewitz (1,000 units each). 8

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5. The following data on leading personnel of RBD Cottbus were received on 20 June:
Personnel assigned to the newly established "Bureau of the President" of RED Cottbus:

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Chief Hans Herbert Schmidt

B Deputy Chief Hannes Herold

Chief of the Heidenreich (fnu)
Department
for Locomotives

Chief of the
SuV Department Kurt Schenker

Chief of the Sigrid Teichmann
Administrative
Department

All the personnel of the "Bureau of the President" have been screened regarding their political reliability before being assigned to the posts mentioned. 9

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6. Since 25 June, the Bww (maintenance shop for railroad cars) at Wittenberge has been working on the conversion of 180 boxcars to troop cars. The converted cars will be parked at Wittenberge/Nordbahnhof. Railroad maintenance shops at Hagenow and Schwerin have also been ordered to convert 180 boxcars into troop cars each.

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7.

8. By late June, a total of 42 locomotives which had been rented to the Poles were returned. 11

1. Comment. These two task shuttle trains belong to the group of 13 to 15 such trains which have shuttle train which are being kept ready for employment by the Soviets

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2. Comment. The conversion of boxcars into troop cars indicates a possibility of major troop shipments.

3. Comment. Crude oil has been delivered by the USSR to GDR hydrogenation plants since April 1955. These oil shipments substitute previous deliveries from Rumania and Hungary and supplement crude oil imports from Austria.

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4. Comment. According to available information, the Halle-Koethen line section has been completed double-track, while the Koethen-Magdeburg section is still being double tracked. The rails used for the construction of the second track have been delivered by the Soviets and are so-called R 50 type rails. Because of the unusual measurements of these rails, they can only be fastened by means of special spring track spikes which are in short supply in the GDR.

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5. Comment. Information on the re-electrification of the Halle-Koethen railroad line has been transmitted previously. For last report,

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6. Comment. For information on parking facilities used for the locomotives kept as a reserve of the Ministry of Traffic, column No 3 are being parked at Ruednitz. The locomotives of deactivated locomotive

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7. Comment. The maintenance of power of the railroad power station at Maldenstein was mentioned in the GDR press.

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8. Comment. These breech wedges which will be used for the fastening of military vehicles and guns on flatcars probably represent normal replacement for worn-out wedges.

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9. Comment. Information on the establishment of special "Bureaus of the President" with all REDs was transmitted previously. These Bureaus correspond to the "Bureaus of the Railroad Plenipotentiary" which had existed until the end of the war. These Bureaus had the mission to cooperate with military railroad transportation offices. The "Bureaus of the President" are the counterpart of the Soviet Rail Transportation Control Headquarters (VOSO) and the KVP Transportation Control Headquarters.

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10. Comment. Coal dust is required for the special coal dust-firing locomotives developed in the GDR. The railroads are trying to determine if it is more economical to produce coal dust at stationary or mobile installations.

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11. Comment. When the German locomotive columns previously used for Soviet transit traffic through Poland were deactivated on 1 July 1954, a total of 72 type 50 and 52 locomotives were rented to Poland. These locomotives were scheduled to be returned to Germany within two years.

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 - b. RBD Halle was ordered to dispatch 100 "Gr" cars to the Altenburg Railroad Car Factory, where they were to be converted into troop cars. By late June, 50 cars had been converted. It was noted that benches in the form of folding cots and blackout curtains were being installed in all cars. ²
 - c. For the handling of crude oil imports, railroad tank cars are dispatched empty to the USSR from where they are returned loaded. This crude oil is directed to Lutzkendorf, Leuna, and Boehlen. In late June, all the tank space available there was occupied so that additional crude oil shipments must be dispatched to Ruhland.³
 - d. A speed limit of 50 km is still in force for the second track of the Magdeburg-Halle railroad line because the required special track spikes could not be delivered.⁴
 - e. The overhead lines for the re-electrified Halle-Koethen railroad line have been mounted but they are not yet in operation. The first turbine at the Muldenstein power station was being subjected to test runs. The power station is to be in operation by October 1955. ⁵ and ⁷
2. On 30 June 1955, it was learned that there was no change in the parking stations for column locomotives kept by the individual RBDs. According to railroad order, column locomotives are henceforth not to be deactivated longer than eight months. After this period, these locomotives are to be put into operation for short periods before

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1. Comment. These two tank shuttle trains belong to the group of 13 to 15 such trains which have shuttle train Nos 270 through 283 and which are being kept ready for employment by the Soviets.

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2. Comment. The conversion of boxcars into troop cars indicates a possibility of major troop shipments.

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6. Comment. For information on parking facilities used for the locomotives kept as a reserve of the Ministry of Traffic, The locomotives of deactivated locomotive column No 3 are being parked at Ruednitz. 25X1
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